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CENTRAL INTELLIGENCE AGENCY

**INFORMATION REPORT**

COUNTRY USSR/Austria (Soviet Zone)

DATE DISTR. *5 Jul 1951*

SUBJECT IL-28 Aircraft

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(LISTED BELOW) (A)SUPPLEMENT TO  
REPORT NO. 

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1. I can furnish the following additional information on the IL-28.

Engines..... The two VK-1 jet engines weigh approximately seven or eight hundred kilograms.

Bomb Load..... The normal bomb load is one 100kg bomb which is carried internally. The maximum bomb load for this aircraft is three 1,000kg bombs, two being carried externally under the fuselage or the wings. The bomb is designated as FAB-1,000 Fugasnaya Avia Bomba. The bomb shackle for the 100kg bomb is designated as DER-20 (Derzhatel). The ejection seats are powered by some explosive means.

Ejection Seats

Control Sur- faces..... I was not aware of any power actuated control surfaces.

Cabin Pressure Equipment was provided to maintain cabin pressure at 720mm hg.

Take-Off

Rockets..... No provisions were made for assisted take-off for this aircraft.

2. I believe that Soviet pilots definitely liked the IL-28. They especially were pleased with the layout of the cockpit and the accuracy of the instruments. I had heard no adverse comments regarding the flight characteristics of this aircraft. Pilots did mention however, that the engines required ten to twenty seconds to go from idling to take-off RPM when it was necessary to "go around."

3. The airport  was a grass field measuring about 1,200 by 700 meters and it was not considered adequate for the IL-28. Pilots who flew the aircraft believed that a minimum runway length of 1,500 meters was required, and that 2,500 to 3,000 meter runways were desirable.

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ENCLOSURE (A): A memory sketch of the 1,000kg bomb.

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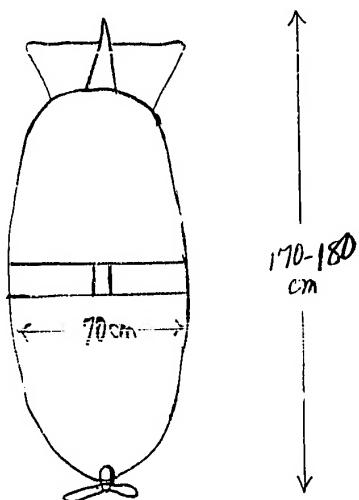
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ENCLOSURE (A)

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A MEMORY SKETCH OF THE 1,000kg BOMB



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